A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

**VOLUME XI, NUMBER 38** 

WASHINGTON, D. C.

JUNE 8, 1942

# Committee Reports On Rubber Problem

Truman Group Warns Civilians Not to Expect Tires Before Three Years

#### **BLAME FOR SHORTAGE FIXED**

Both Government Officials and Private Companies Held Responsible for Problem

A few days ago, the Truman Committee of the United States Senate issued its report on the rubber situation. This committee, headed by Senator Harry S. Truman of Missouri, was appointed to report on the progress of the defense program. It is performing a valuable service, for its investigations serve as a constant check on the defense program and enable Congress to call for reforms when weaknesses show up somewhere along the line.

The Truman report on rubber is undoubtedly one of the most important yet to be issued, for on no subject has there been greater confusion than on the rubber problem. Ever since it became apparent that the United States would be confronted by a rubber shortage and steps were taken to conserve our existing supplies, conflicting reports have been issued. One agency of the government has come out with one claim, another with a conflicting report. The net result has been widespread confusion and no little amount of grumbling. As Walter Lippmann pointed out a few days ago: "Of Washington talking about gas and rubber it may be said that 'the name thereof was called Babel because there the language of the whole earth was confounded.'

# Widespread Confusion

The Truman Committee, in order to gather the information necessary for its investigation, was obliged to go to seven different government agencies. Mr. Lippmann points out that it may well require seven agencies to deal with a probem of such complexity, but urges that they get together and make definite decisions before issuing statements on the gas and rubber situation. There should be one combined report on the government's policy, he says. "For," Mr. Lippmann continues, "while we are fighting a seven-ocean war, we just haven't the time and energy to struggle with seven publicity machines on the subject of why, with our rubber supply lost to Japan and our Atlantic tankers sunk or driven to port, we cannot go joy-riding as

The truth of the matter is, as the Truman report points out, that practically no one was prepared for the shock of suddenly discovering that we should have to get along without tires and other rubber products. As a nation we had become the greatest consumers of rubber in the history of the world. Even in 1941, we con
(Concluded on page 6)



Soldiers of Free China

ACN

#### **China After Five Years**

Five years have passed since the people of China had their first taste of modern war. It was on July 7, 1937, that the Japanese precipitated an armed clash near the city of Peiping and began to put into execution their well-laid plans to conquer China and build a "new order" in East Asia.

China was weak five years ago and was in no position to fight an enemy practiced in war and equipped with deadly weapons. Her people were divided, she had a small army, but no navy and no air force to speak of. Her ports were largely under the control of foreigners who held dominant positions in business, industry, and trade. She had almost nothing with which to resist.

Almost nothing—but almost everything. The substance from which successful resistance must be fashioned was there and the rain of Japanese blows uncovered it. This something was the will and the determination to possess freedom. The spirit of China was awakened and it built a wall which has since remained in the path of the invader. Through all the suffering of five years of unequal war this spirit has never flagged. China has never stopped fighting back.

Today China is one of the United Nations and she belongs at the top of the list of nations worthy of honor and support. Her people were the first among those now allied against the Axis to know what it means to have bombs dropped upon them from the sky. Her soldiers, now toughened by years of warfare, have shown themselves adept in coping with the tactics of the Japanese. When we reflect how quickly Singapore, Manila, Hong Kong, Batavia, and other cities fell, we can measure the achievement of the Chinese who have held vital points against Japan for five years.

The United Nations owe a great deal to China—more than they probably realize. Had it not been for China's heroic resistance, who can say how far and how fast the Japanese would have traveled when other nations were even less prepared to meet them than in recent months? China has manned the barricades during the period of our weakness and our shortsightedness.

We owe much to China and we do well to praise her. But China needs more than praise. Today, as five years ago, her peril is great, for the Japanese have gained new points of vantage from which to attack her. China's new allies—her first in five years of war—have profited her little so far.

It would be the greatest of tragedies if China should be dealt a death blow just when the way to victory is beginning to be cleared. It is something that must not, for many reasons involving China's safety and our own, must not be allowed to happen. No stone must be left unturned in bringing help to China.

# China Endangered by New Japanese Drive

Japan Presses Attacks From Different Directions Hoping to Wipe Out Resistance

#### CHINESE FORCES NEED HELP

Loss of China Would Be Heavy Blow to United Nations From Both Military and Political View

"In the east, north, south, and southwest, Japanese planes have been ruthlessly bombing our armies, which have been gallantly fighting without air protection. For five years China has stood up against Japan. We have fought with inferior equipment, little more than bare necessities. We have not had the time nor the means to build up heavy industries. We need planes and tanks. . . ."

Thus did Generalissimo Chiang Kai-shek broadcast an appeal to the United States for aid against Japan. As he spoke last week from the battered city of Chungking, Chinese soldiers were fighting under heavy odds against Japanese attacks coming from a number of directions. Japan's apparent intention is to knock China completely out of the war.

The purposes underlying Japan's aims are clear enough. For five years Japan has found China the toughest nut to crack in the Far East. The Chinese, possessing the same advantage which Russia has — of almost limitless territory — have retreated where necessary and have fought back where they were able. Japan has pushed deeply into the country, but has not conquered it.

This lack of success in China has not, as we now know, been the great handicap to Japan that it was thought to be. After years of costly campaigning in China, the Japanese have been able to win spectacular victories in the Far East. Japan has not been seriously weakened by the "China incident," as she has been pleased to call the war.

## Fears China Bases

However, the time has now come when China, unless conquered, may prove to be a source of great trouble and danger to Japan. Japan lies within bombing range of territory now in the possession of China. From Chiairfields American bombers could set forth regularly and repeat the achievement of General Doolittle's brilliant raid upon Japanese industries in April. The possibilities of such attacks, as described last week by Major General Chu Shihming, Chinese military attache in Washington, are not lost upon the Japanese. General Chu said:

"Planes and parts can still be flown into China. So can pilots and bombs. Airfields have been built there, dozens of them, in the hope that American planes would arrive.

"For instance, from the fields in Chekiang, which the Japanese are now driving toward, the Japanese (Concluded on page 7)



Street scene in Washington-1942

## A Book in the News

# Washington: Wartime Capital

T is doubtful whether any city in the United States holds the fascination that Washington does for the outsider. This is especially true since Washington has become our wartime capital, even the capital of the United Nations. But what one reads in the newspapers about decisions

made and policies adopted in Washington tells little about what the city is really like. That is the purpose of W. M. Kiplinger in his Washington Is Like That (New York: Harpers.



\$3.50).

As a public man he is highly competitive, a fighter. His gayety and political flexibility have been misleading. They are on the surface. But deep down he is at his best when fighting. In the period after Pearl Harbor he was in good health and functioning efficiently, despite his strain and fatigue. Mr. Kiplinger knows his Washington well. Years ago, he served as an able Associated Press reporter in the capital and came to learn the ropes. More recently he has been his own editor and

in Washington.

President's character:

was in good health and functioning efficiently, despite his strain and fatigue.

He is history-minded. He felt during his first two terms that he was the agent of a readjustment which would be compared to the Jeffersonian and Jacksonian revolutions. As war approached he lifted his sights to cover the whole world. He assumed, almost as a matter of course, the world democratic leadership...

He rises to big challenges better than to the small ones. With all his faults he is a strong, thoroughly seasoned man, still vigorous at the age of 60....

People like Mr. Roosevelt. Many disagree with him, many criticize him, many vote against him, but nearly all like him when they meet him face to face. His manner is more pleasing to more people than that of any President since Teddy.

Mr. Kiplinger gives a detailed ac-

of the capital from a dozen different

angles. The book is a strange mix-ture of personality sketches and

anecdotes, descriptions of govern-

ment in action, the city's social life,

living habits of the small and great,

and the many other aspects of life

Since so much that is happening

today hinges upon what takes place

in the White House, Mr. Kiplinger

devotes a chapter to the personality

of Mr. Roosevelt. Here are a few excerpts from the appraisal of the

Mr. Kiplinger gives a detailed account of the President's daily routine, of his personal likes and dislikes, of exactly how the White House is run and who pays the bills. He has a chapter on the War Department and one on the Navy, telling exactly how they are organized and who are the keymen responsible for mapping the grand strategy of the war. He then reduces to the simplest terms the highly complex defense setup, explaining how the government acts in converting American industry into the greatest war production machine the world has ever known.

Washington Is Like That makes fascinating reading. The book is so encyclopedic in nature that it cannot be read or digested at one stretch. In fact, the principal criticism that one might make of Mr. Kiplinger's book is that it covers too broad a field. However, as a guide through the confusion that is Washington today, it is by far the best book yet to come from the presses.

# **Notes from All Fronts**

General George Marshall's speech last week to the graduating class of the United States Military Academy revealed, for the first time, that the nation will have nearly 4,500,000 soldiers under arms by the end of the year. The previously announced goal had been 3,600,000. In the past four weeks alone, the Army chief of staff said, 300,000 men have been taken into service.

Japanese pilots, flying "Zero" fighter planes, are reported to be using a new type of aerial bomb against opposing aircraft, such as bombers. According to stories from Australia, the Japanese climb to about 1,000 feet above Allied planes, and somewhat ahead of them. They then release pearshaped shrapnel bombs which are controlled by time-fuses. Bursting with considerable violence, the bombs send out showers of shrapnel which are intended to cripple the bombers.

Fourth of July fireworks which are already on hand may be sold for the celebration of Independence Day. The recently lifted ban, however, still applies to giant firecrackers and rockets. The manufacture of fire-works for the future is permitted as long as no materials essential to the war program are used.

Last week the Army Air Forces began training glider pilots at 27 different schools. Eighteen of the schools, located chiefly in the Middle West, provide four weeks of preliminary training, and the other nine give the elementary and advanced training courses. Instruction in piloting cargotype gliders is an important part of the program. Glider-pilot candidates are now being enlisted at the regular Army recruiting stations.

Services performed by the American Red Cross in time of natural disasters were never more needed than they were this spring. In fact, the 1942 spring tornadoes, cloudbursts, ice jams, floods, and forest fires made up one of the worst combinations of disasters ever encountered by the Red Cross in 61 years of relief work. More than 250 lives were lost, 2,300 were injured, and a large proportion of the 7.000 families affected by death and injury were made homeless.

Illiteracy has kept 433,000 men, of whom 250,000 were physically fit, from being considered for selective service in the U.S. Army during the

present war. The U.S. Office of Education and the War Manpower Commission are now working out a program to give basic training in reading, writing, and arithmetic to many of the thousands who have been denied this minimum education through lack of opportunities.

Most of the nation's 1,000,000 retail stores will suspend all regular busi-



ness for 15 minutes at noon on July 1, and will spend the time selling war bonds and stamps. More than 200,000 stores have already promised to take part in the campaign, and the

rest are joining up by the thousands It is expected that the quarter-hour of sales will bring about \$160,000,000 into the nation's war chest.

Dehydration of vegetables is picking up in quantity of production to meet the needs of our Allies, our armed forces, and our own population. With the urging and the assistance of the Department of Agriculture, the food industry is furthering dehydration in order to save metal containers and shipping space. Dehydration reduces 10 pounds of fresh vegetables to one pound of the dry product, and in volume from about four parts to one.

Before the final fall of Burma, 8,616 civilians and casualties were evacuated from the country by air. The U. S. Army Ferrying Command alone brought out 4,288 persons, and the rest were carried by the British Royal Air Force and the China National Aviation Corporation. In addition, the RAF dropped 100,000 pounds of food to refugee parties.

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The Navy has just put into service the fifth of its new prefabricated hospitals for use at strategic points behind fighting fronts. Completely equipped, each hospital can be dismantled, boxed, and shipped by boat, plane, truck, or train. Its own personnel, including several hundred officers and men, can put it together in six weeks and can take it apart in even less time. Costing \$300,000, the hospital has every modern convenience, including operating room, staff quarters, electric generator, water-purification plant.



WHAT WAACS WILL WEAR. These are the uniforms adopted for the Women's Army Corps. Left to right: officer's winter uniform, officer's summer uniform, private's winter

## The American Observer

publisher, putting out a weekly

newsletter which is circulated among

thousands of businessmen through-

out the country. The purpose of his

letter is to present the "inside dope"

on trends in government, to advise

businessmen on governmental poli-

If Mr. Kiplinger had attempted to

describe the physical setting of Washington—to write a guidebook,

so to speak; or if his purpose had

been to tell of the key personalities

who run the government, his task would have been easier. As it is,

the purpose of Washington Is Like

That is to give the reader a picture

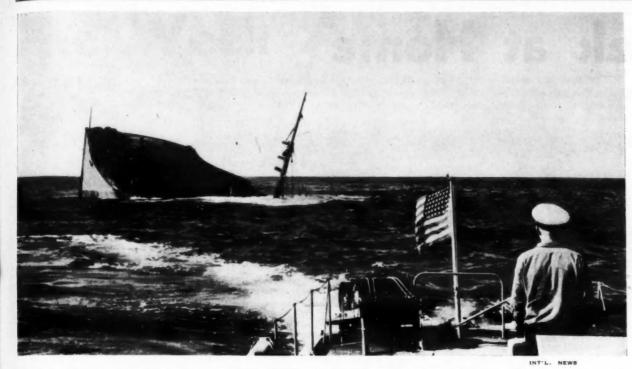
cies which will affect them.

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LOOKING FOR THE KILLER. Even as the victim slides to the bottom of the ocean a Coast Guard patrol vessel circles about looking for the attacking submarine. The Coast Guard boat is one of the sub-busters helping us to fight the Battle of the Atlantic.

#### Guard in Wartime Coast

-BOATS continued last week to take their toll of merchant ships belonging to the United Nations. The count rises by two and three at a time - a single recent week end brought news that the enemy's deadly torpedoes had found their marks on seven cargo vessels traveling Atlantic routes. The total number of victims now stands at well over 235, of which more than 180 went down somewhere along the east coast of the United States.

These losses, while serious, do not tell the whole story. The United States is keeping the scales balanced by sending two new ships into service every day, and the rate will be three a day by fall. In the mean-time, the Army, the Navy, and the Guard are striking telling Coast



RESCUE. The Coast Guard rescues many men

blows at enemy submarine packs and are giving merchant ships a steadily growing shield of protection.

The United States Coast Guard's share in the Battle of the Atlantic does not often reach the headlines. It will be said, after a vessel has sunk, that several dozen survivors reached port safely, with perhaps a bare mention of the fact that coast guardsmen made the rescue possible. Likewise unheralded, in the protection of the nation, are the day-to-day patrol activities of the Coast Guard, and the vital services which it performs in training men and officers for the merchant marine.

The Coast Guard is also playing an aggressive role in the war-a part which will be more and more evident as the tide in the Battle of the Atlantic turns definitely in favor of the United Nations. Hundreds of fast,

83-foot patrol boats, called "subbusters," are being built for the Coast Guard. The CG boats, it was revealed a few days ago, will convoy vessels on the coastal routes, where submarines have caused the most trouble. Speedy and easily maneuvered, they will provide protection throughout the entire journey of the merchant ships. Sensitive listening devices on the "sub-busters" will detect U-boats, and depth charges and machine guns will go into action when a raider is discovered.

Today, of course, the Coast Guard is operating as a part of the U.S. Navy. Last November nearly 24,000 men and officers and a fleet of 282 vessels went under naval supervision, and this partnership will continue until after the war.

Coast guardsmen point with pride, however, to the fact that their service is actually older than the Navy, and that it provided the only naval protection for the United States until a regular navy could be organized. In those days it was known as the Revenue Cutter Service, and beginning in 1790 it guarded the coast lines against smugglers trying to bring in goods without paying duties. Not until eight years later did the Navy come into being.

Down through the years the Revenue Cutter Service distinguished itself in every war. During the last war, it joined with the Life-Saving Service to make up the modern U. S. Coast Guard-the service which we have today. In time of peace, the Coast Guard is still under the Treasury Department, as it was in the early days, because it continues to guard against the smuggling of things on which taxes must be paid.

In peace or war, coast guardsmen are policemen of the coasts and the They assist ocean-going traffic sea. with lighthouses, radio beacons, lightships and buoys. They keep harbors and coastal channels free from sunken wrecks and other obstacles which would endanger shipping. Vessels carrying explosives, inflammable material, and other dangerous cargoes must move or anchor only as the Coast Guard permits.

Fur seals, sea otters, halibut, whales, and other creatures of the ocean which have the protection of laws and treaties can count on the rules being enforced by the Coast Guard. In northern waters, stout Coast Guard vessels warn of dangerous ice conditions, and plow through the heavy crusts to make a path for other ships. Weather observations from Coast Guard ships at sea help the weatherman to make more accurate forecasts.

Best known of all Coast Guard activities, of course, are its errands of mercy and its rescue work. Along 40,000 miles of coast lines, including the nation's Atlantic and Pacific coasts, the Great Lakes, the Mississippi River, and the waters of Alaska, Puerto Rico, and the Hawaiian and Virgin Islands, coast guardsmen stand ready to go out in all kinds of weather and save the lives of shipwrecked victims. In this work the service has shown that its motto, Semper Paratus—"Always Ready," means what it says.

The men who risk their lives in providing all these services are commanded by officers trained at the United States Coast Guard Academy in New London, Connecticut. Cadets gain entrance to the academy by passing a strict examination, and their four years of training (three in wartime) compare in difficulty with the requirements of a first-rank engineering college.

Candidates for admission must be citizens of the United States, and between the ages of 17 and 21 inclusive. • They must show that their previous education is such that it would be worthwhile for them to compete in the examinations. A rigid physical examination weeds out all but the most fit, none of whom may less than 5 feet, 6 inches, in height. Of the 1,771 who competed for appointments in May 1941, only 146 made the grade and were named as cadets.

Young men interested in applying for consideration as candidates may write to the Commandant, United States Coast Guard, Washington, D. C., and request the leaflet, "Regulations Governing Appointments to Cadetships in the United States Coast Guard." Although the next examination does not come until next May, applications must be in four weeks in advance, and a number of additional documents, such as birth certificate and school records, are required. It is well, therefore, to go to work on preparing this material well in advance.

The Coast Guard obtains its other manpower through voluntary en-listments. A man going in for the first time enlists for three years, and starts in, at \$21 a month, either as an apprentice seaman or as a mess attendant. The first raise in pay comes in four months. Volunteers must be between 18 and 30 years old, and those under 18 must have the written consent of their parents. The minimum height accepted is 5 6 inches, except that those under 20 years old may get by at 5 feet, 4 inches.

Coast Guard recruiting stations, where enlistments may be made, are relatively few in number, but most parts of the country are within easy reach of the cities where the stations are located. A list of them will be furnished by Coast Guard headquarters in the nation's capital.

# M

"The best way to enjoy perfect health is to rise at five every morning and have a cold bath," says a doctor. Oh, well, what's the next best way?

—LABOR

Nurse: "Now that you are through with the operation shall I make out the patient's bill?"

Surgeon: "Yes, and you'd better add 50 cents on to it—I can't find my scissors."

—CAPPER'S WEEKLY

Mother: "When that boy started throwing stones at you, why didn't you come and tell me?"

Son: "Now, what good would that do? You couldn't hit the side of a barn."

—ATLANTA TWO BELLS

Customer: "I hear my son has owed you for a suit for three years."
Tailor: "Yes, sir; have you called to settle the account?" Customer: "No, I'd like a suit for myself."

—Wall Street Journal

"English is a strange language, isn't

it?"
"Why so?"
"Well, I heard a man talking of a political candidate the other day, and he said, 'If he only takes this stand when he runs, he'll have a walkover'."
—Peking Chronicle

"Janitor, you could cool our apartment nicely this summer if you would run ice water through the radiators."
"Can't be done, madam."
"What did you have in them last

He: "Well, how do you like the ball

game?"
She: "Isn't that pitcher grand? He hits their bats, no matter how they hold them."
—ATLANTA TWO BELLS



MIDDLECAMP IN SATURDAY EVENING POST

# The Week at Home

#### Another Voice

Vice-President Wallace's views on making a better world after the war (discussed in The American Observer two weeks ago) should be kept in mind while weighing the Memorial Day address by Undersecretary of State Sumner Welles. Together, these two key officials have provided a picture of the high goals which the United States government intends to work toward in fighting the war and making the peace.

Mr. Welles, the practical and experienced diplomat, said that first of all the Axis regimes must be completely crushed, with swift punishment for those individuals and groups responsible for the war. After disarming the aggressors, the United Nations must, in his opinion, form an international police force to act

until a more permanent safeguard to international security can be set up. The United Nations will also become the nucleus of the world organization which will decide and arrange both the immediate and the long-range terms



Sumner Welles

Like the Vice-President, Mr. Welles sees the war as a world revolution, in which peoples everywhere must win the basic human freedoms and the assurance of progress toward economic security. Developing the means to divide and distribute the world's tremendous capacity to produce goods is the real problem, he pointed out, in establishing world-

of peace and of reconstruction.

wide freedom from want.

The United States must take the leadership in working toward these goals, Mr. Welles said, but each nation must have the type of economic system best suited to its own needs. Individual enterprise, for example, suits America best.

## Barriers Go Down

Trucks carrying war materials—and today that includes most trucks—will no longer be held up by the barriers to highway transportation which the states have long enforced. Last week Secretary of Commerce Jesse Jones announced that all 48

ACME

THE FARMER TAKES A JEEP. Two Army jeeps show what they can do in plowing a field and preparing the seed bed during tests conducted by the Department of Agriculture in Auburn, Alabama. It is predicted that many uses will be found for the versatile little jeep after the war.

states have agreed to a uniform set of rules and regulations on the sizes and weights of trucks traveling the nation's highways.

Once a truck is licensed in its home state, it may go through any other state without being required to buy another license. If it comes within the uniform standard for size and weight, it will not be stopped anywhere. The agreement will remain in effect for the duration of the war, and covers all highways, except those with bridges of insufficient strength. At such points, truck traffic will be rerouted over the next best route. Time, gasoline, rubber, and money all essential to the war program will be saved by taking away obstacles to free movement of truck freight.

# Air Freight

Wartime demands are speeding the development of aerial freight hauling. The War Production Board, last week, organized an air cargo committee which will do nothing but sift ideas for giant freight planes and work out plans for carrying everything from ammunition and arms to knocked-down planes and tanks by air.

There are already aircraft factories which can build planes capable of carrying 34 tons each for 500 miles or 28 to 30 tons each for 2,000 miles. It is also possible, within the bounds of present knowledge in the field of aerodynamics, to build planes which can carry 75 to 80 tons each for 2,000 miles.

Not only are larger planes capa-

ble of carrying a greater pay load in proportion to their own weight than are small planes, but the big ones can be constructed of steel, which is easier to obtain than aluminum. And with steel, it is possible to speed mass production, through welding methods, to the point where the cargo planes can be turned out in "almost the way tin cans are made."

The program for building ocean ships, of course, will be pushed as hard as ever. Air freighters will be used at points where the greatest speed possible is vital and to carry those cargoes which must, at all costs, avoid the submarine menace.

# Where the Money Goes

Tax collectors for the national, state, and local governments took a total of \$17,300,000,000 from the national purse in 1941. The federal government, it was reported last week, collected 45 per cent of this amount; state governments, 26 per cent; and local governments, 29 per cent.

Among themselves, however, the three layers of government exchanged certain funds back and forth. When these trades had been completed, this is how the total taxes were actually shared: national government, 40 per cent; state governments, 21 per cent; and local governments, 39 per cent.

When the final figures for 1942 are available in a year or so, they will probably show sharp changes from the 1941 results. The total amount, of course, will be much greater, due to the war. And for the same reason, the proportion going to the national government will be larger. Dwindling gasoline taxes, meanwhile, are responsible for a loss in state revenues. On the other hand, states are collecting greater amounts from income taxes and sales taxes. What the states' final record for 1942 will be is therefore difficult to foresee.

# Jeeps for Farming

Army jeeps have been put through the paces in farming operations. Last week the Department of Agriculture reported that the small military vehicles had shown up well in a variety of experiments to test their suitability for farm work. For plowing, harrowing, and hauling, they proved to be especially good. Only in cultivating row crops did they develop shortcomings; they are too low and too narrow in build for that purpose.

Testing the jeeps was the first of several such experiments to find peacetime uses for war materials and machines which the nation will have in surplus quantities after the war. The jeep, of course, is an amazing little vehicle for military purposes—compact, strongly built, and able to perform well under all kinds of conditions. With perhaps a few minor changes, it should easily meet a number of peacetime needs, in cities as well as on farms.

# World of Tomorrow

Another pact which will help to shape better world trade and economic relations after the war is now



Maxim Litvinoff

being put together in negotiations going on between the United States and Russia. A few days ago Secretary of State Cordell Hull gave Maxim Litvinoff, Soviet ambassador to the United States, this

country's initial

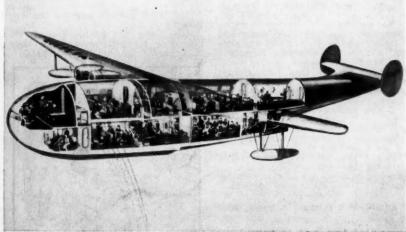
proposals for the far-reaching agreement.

Although the definite points were

Although the definite points were not revealed, it was announced that in the main the United States is working toward the same type of agreement which it reached with Britain last February. Both countries agreed to do away with restrictions on commerce between each other, in the hope that trade may be kept moving as freely as possible and that normal peacetime industries may go back into full operation at the earliest possible time.

In settling the obligations which have arisen through lend-lease assistance, for example, the United States and Britain promised that the terms must contribute to "mutually advantageous economic relations between them" and to the "betterment of world-wide economic relations."

At the time this pact was made, the two nations stated that the same arrangement was open to all other countries "of like mind." If Russia is added to the group, three of the world's greatest industrial nations will be joined together in an effort to bring about a new spirit in economic dealings among countries. It will add another chapter to the record begun when Secretary Hull's reciprocal trade treaties showed the way before the war.



TRANSPORT GIANT. If the Army requests it, Glenn L. Martin says he can build a 250,000-pound transport plane. It would carry 102 passengers, 25,000 pounds of mail, and a crew of 12. Powered by six motors it could travel from New York to London in 13 hours. Its capacity as a troop transport would be considerably greater.

# The Week Abroad

## After Six Months

Six months ago, on December 7, the United States was drawn into the war against the Axis. Six months ago, on December 6, the Russians began their counteroffensive against the Germans before the gates of Moscow. Will history record that these two events marked the beginning of Hitler's undoing?

Without attempting to answer this question, it can be said that Germany's position has certainly declined during these six months. A glance at the war fronts, as they shaped up last week, shows how great a change has taken place since last December.

#### Kharkov

The violent fighting along the southern Russian front in the region of Kharkov simmered down to quiet last week, both sides apparently having fought to a stalemate. The Russians did not capture Kharkov as they had hoped, but their major aim of thwarting Germany's first push toward the Caucasus was accomplished. In this sense theirs was the victory.

If Hitler planned to begin a large offensive against the Caucasus several weeks ago, his timetable has been upset by the Russian attack on Kharkov. In order to defend Kharkov, the Nazis had to divert many of their troops from the south. They have lost time, and they have lost men and materials. There will have to be reorganization before there can be another offensive.

### British Raids

Twice within the space of three days, last week, over 1,000 heavy British bombers roared away into the night over the English Channel to bring the largest raids of the war to Germany. The first time they struck at Cologne, important industrial center in the Rhineland, and the second at the great Krupp armament works in Essen. In each raid 3,000 tons of bombs were dropped, many of them weighing a ton or more. Over three-fourths of Cologne was smashed into ruins and heavy damage was done in Essen.

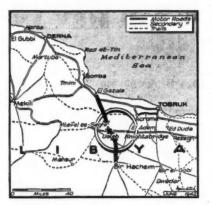
These attacks marked the continuation of Britain's pulverizing air raids on Germany—a new phase in the war, a "second front" in the air. The British claim that similar raids

will come frequently, and the United States is preparing to take a hand in the attack.

German morale has been severely hit by the raids, so much so that Hitler may have to recall a good part of his air force from Eastern Europe in order to put up a better defense of the homeland. But if he does he will weaken himself in Russia. He is in danger of being caught between two fires, something which he certainly never expected to happen six months ago.

## Libya

In Africa, Germany's fortunes also took a downward plunge last week. General Rommel's desert tank corps, which had opened a drive to cap-



ENCIRCLED IN LIBYA were the tank forces of Nazi General Rommel last week. The Germans were trying to fight their way out of the area encircled on the map.

ture Tobruk, found itself nearly encircled by the British. As we go to press Rommel is fighting hard to get out of the trap. His second in command, General Ludwig Cruewell, has been captured, and his men are taking a severe pounding from British infantry, artillery, and air forces.

Rommel is a wily general and fought his way out of a trap once before. Unless he can bring about a swift reversal of the military situation, however, his latest campaign against the British seems doomed to failure, and perhaps to disaster.

If this view of the situation in Europe as it affects Germany seems to paint a bright picture, we can temper it by reflecting on the Far East. In that region it is Japan which has made the gains during the last six months, and the United Nations which have taken the losses. At the

present time Japan has launched a drive to choke off the resistance of China (see page 1) and the danger is all too great that she may succeed. The turning point against Germany may perhaps have been reached but Japan is still riding high on the wave of conquest.

# What It Takes

Britain's smashing raids on Cologne and Essen have opened up a great deal of speculation about the blows which could be dealt the enemy if the raiding force were doubled or tripled in size. The well-emphasized fact that American air forces have yet to join in the attacks has only furthered the anticipation of what may be accomplished by larger and still larger bombing fleets.

To step up the raids, however, will be a task of no small proportions. The magnitude of such operations is pictured by the air correspondent of the London *Observer*, who writes:

"On nights when 3,000 aircraft were being sent to Germany, assuming that two squadrons would operate from one airdrome, more than 120 airdromes would be needed. That problem could be met.

"Four-engined bombers, such as the Lancaster, Stirling, and Halifax, carry a crew of seven; twin-engined Wellingtons and Whitneys carry five. Thus the 3,000 bombers would carry a total of 18,000, including pilots and crews.

"To operate heavy bombers, a total ground staff of at least 20 is required, directly or indirectly, for each man sent into the air. Hence, to prepare for 'heavy' nights, a staff of between 360,000 and 400,000 would have to be on duty."

# War with Six Nations

Six months after they had declared war on the United States, President Roosevelt last week asked Congress to declare war on Hungary, Bulgaria, and Rumania. In his special message to Congress, Mr. Roosevelt said: "I realize that the three governments took this action not upon their own initiative or in response to the wishes of their own peoples but as the instruments of Hitler."

It is generally understood that the reason the President sought formal declarations of war upon the three Axis satellites at this time is to give greater support to Russia. By recognizing a state of war with the three nations which are actively fighting the Soviet Union, the United States will be offering friendship and support to our Russian ally. The step was timed to correspond with important war conferences being held last week among the United States, Britain, and Russia.

The United States is now formally at war with six nations—Japan, Germany, Italy, Bulgaria, Hungary, and Rumania.

## Supplying Russia

Although the Battle of the Atlantic has been going badly in the coastal waters of the United States it is being waged successfully elsewhere. The great convoys which are bringing supplies from the United States and Britain to Russia are get-



MARINES LAND in Northern Ireland, as part of the great convoy of troops which arrived recently. Marines are expected to make Commando raids against Nazi-occupied Europe.

ting through with few losses. It was reported last week that the United States and Britain are now supplying Russia with 25 per cent of her war materials.

The Germans are trying hard to interrupt this flow of supplies. A large convoy recently fought off a five-day running attack in the Arctic, in which 100 German dive bombers and torpedo planes struck persistently at the United Nations vessels. Several ships were lost but the great majority reached their destination.

# Hitler's Hangman

The attempted assassination of Reinhard Heydrich, No. 2 man in the dreaded Gestapo, on the outskirts of Prague, has unleashed a new wave of

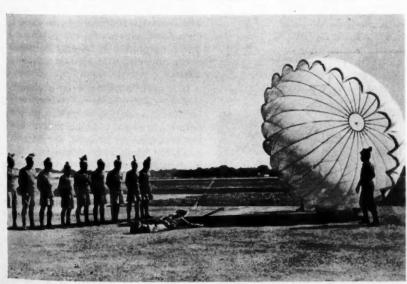


They traveled with "The Hangman"

repression and terror against the Czechs. Reprisal executions have been made by the score, and the restrictions, already severe, were tightened all over Czechoslovakia.

Heydrich is one of the most ruthless of all the Nazis. Known as "Hitler's Bloodhound" and the "Hangman of Europe," he has played a major role in crushing all who oppose Nazi rule. First against Hitler's political enemies within Germany and later throughout the occupied countries, Heydrich has been responsible for hundreds upon hundreds of murders and executions. He preceded Hitler to Vienna to dispose of the enemies there. He founded the notorious concentration camp at Dachau.

Wherever Heydrich goes, the executions mount by leaps and bounds. He was sent to Czechoslovakia last fall to stamp out sabotage. From the first day of his arrival, he entered upon mass murder. Since then he has been sent to Norway, to Belgium and Holland, and to France; to all the danger spots on the continent. He was on his way to Berlin when the assassination was attempted.



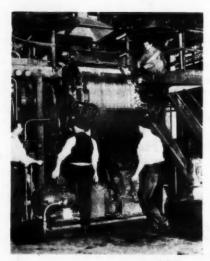
INDIAN PARACHUTISTS. An R. A. F. instructor gives a "dragging" demonstration to members of a parachute battalion, now under intensive training "somewhere in India."

# The Truman Report on Rubber

(Concluded from page 1)

sumed a record-breaking amount of rubber, when there was at least the possibility that our sources of supply would be shut off. The American people were lulled by the false illusion that should the worst happen and our supplies of natural rubber be shut off, our industrial ingenuity would quickly furnish us with all the synthetic, or artificial, rubber needed for civilian and military use.

Now we have come face to face with stark reality. The worst has happened and our supplies of natural rubber have been shut off. Practically the entire world's rubber supply—97 per cent—has come from a small and remote area of the earth's surface. The rubber-producing section is bounded by Korea on the east, Ceylon on the west, Burma on the north, and Borneo on the south. When Japan overran this section, she came into possession of virtually the



SYNTHETIC RUBBER begins to roll out of the intricate machinery at the Goodyear plant in Akron. Ohio.

entire supply of natural rubber in the world.

Nor is there any indication that the gap can be filled by synthetic rubber. The Truman Committee is far from optimistic in this respect. In fact, it frankly states that the prospects of obtaining rubber for civilian use are not good for the next three years. "It is only fair to the American people to say that no reasonable assurance has been found anywhere that individuals will have rubber for private, as distinct from defense, uses within the next three years."

To make matters worse, not only the United States but the other United Nations must depend almost exclusively upon the available supply of rubber in this country. Few of them had accumulated stocks of any size prior to the Japanese seizure of the Dutch East Indies.

Is the stock pile of rubber in the United States sufficient to meet our military needs and those of our Allies? For the moment, the Army must also conserve rubber as much as possible if the existing supplies are not to be exhausted. While the stock pile available is about 600,000 tons of crude rubber-the largest in the history of the world-it is regarded as inadequate to meet our needs and those of the other United Nations. During the second quarter of 1941, the United States was using rubber at the rate of 900,000 tons a year, due chiefly to the increased production of tires for the automobile industry.

Why did we not make more careful preparations for the coming shortage and lay in larger supplies? There are three principal causes, according to the Truman Committee. First, the existing rubber supplies of the Far East have for years been controlled by British and Dutch interests. An international cartel controlled the amount of rubber which might be exported, and it was reluctant to increase the quota for the United States. The cartel feared that if the United States obtained too large stocks of rubber, it would be in a position to control the market and the price, to the detriment of the British and Dutch interests. It was not until more than a year after the outbreak of the war, half a year after Dunkirk, that the restrictions were relaxed in such a way as to permit the United States to purchase more rubber.

The second cause of the failure to lay in larger supplies was in using the available shipping. Cargoes of nonstrategic materials were brought to this country from the Far East, where the shipping facilities should have been utilized.

#### Nondefense Purposes

The third - and most important cause has already been briefly referred to. That was the fact that the imports of rubber went to industrial and nondefense uses. "This occurred during a period when all of the government agencies involved and the rubber industry were fully aware of the threat to supplies in the Far East and were attempting to devise means to safeguard themselves against it. This loss of vital stocks might have been prevented had there been a centralized authority to deal with the situation, or if the Office of Production Management had curtailed automobile production. But at the very period when it became clear that some action was necessary to conserve rubber, the companies indulged in an orgy of consumption, laying in stocks of finished goods at a rate which reached in June of 1941 a new high of over a million tons per year." This is the charge of the Truman Committee.

But cannot we quickly produce synthetic rubber in sufficient quantities to make up for the loss of the natural rubber supplies? Despite the scientific progress that has been made in developing artificial rubber since the last war, the fact remains that little progress has been made in this country in providing the actual facilities for production of the substitute product. By the end of 1941, production capacity for synthetic rubber was only 20,000 tons. This is but a fraction of the requirements of at least 800,000 tons a year regarded as essential to meet our own military needs and those of our Allies.

There are many reasons why the synthetic rubber industry failed to develop more rapidly than it did. For one thing, there was practically no commercial market for artificial rubber so long as the Far Eastern supplies of natural rubber were available. Thus the private rubber companies failed to develop the synthetic industry as extensively as they might have done.

Much of the blame for the failure of the synthetic industry to make greater strides is placed upon the shoulders of the Standard Oil Company of New Jersey by the Truman Committee. The essential facts in the case, which has been widely discussed in the newspapers during recent weeks, are as follows:

For a number of years, the Standard Oil Company had an agreement with the German chemical monopoly, I. G. Farben, by which the development of synthetic rubber in this country was greatly restricted. These two companies held the patent rights for the type of synthetic rubber best suited for the manufacture of tires. By the terms of their agreement, the German concern could control the use of the patents on synthetic rubber. Thus it became impossible for American companies to use the rubber patent.

After the outbreak of war in 1939. according to the Truman Report, a new agreement was reached whereby the synthetic rubber patents were turned over to Standard for the British and French Empires and for the United States. Following that, the patents for manufacturing artificial rubber were offered to American rubber companies on a license basis. But, says the Truman Report, the royalties charged were so high as to retard the development of the synthetic rubber industry. The Committee makes the following conclusion on the cartel agreement be-



Senator Harry S. Truman

tween Standard and I. G. Farben:

"The documentary evidence out of Standard's own files requires the conclusion that Standard, as a result of its cartel arrangements with the I. G. Farben, and as a result of its general business philosophy, did hamper the development of synthetic rubber in the United States and did place itself in a position where its officials, although personally patriotic men, engaged in activities helpful to the Axis Nations and harmful to the United Nations."

But the business practices of an American company are only partially to blame, according to the Truman Committee. Part of the blame must be placed upon the shoulders of those government officials and agencies who were responsible for meeting our defense needs for vital materials. Precious little was done toward actually producing synthetic rubber until after Pearl Harbor.

#### Program Expanded

Now the synthetic program is being expanded rapidly. How well it will succeed and how soon is not yet certain. It is known that plants are being built for the manufacture of synthetic rubber in large quantities. Experiments are constantly being made to improve the quality of the product. Much depends upon the success of this program, for as the Committee reports:

"The synthetic program must succeed. Uncontradicted and fully convincing evidence before the committee, as well as the unanimous information received from well-advised sources, has convinced the committee that the rubber shortage is both extremely acute and likely to continue for the duration of the war. The most we reasonably can expect, even from a successful synthetic rubber program, is to supply military needs and essential civilian requirements."

It is quite possible, even probable, that far more severe restrictions will be placed upon the American people before a solution is found to the rubber problem. At present, the largest available supply of rubber in the United States is the tires on more than 30,000,000 automobiles throughout the country. These tires contain more than 1,000,000,000 tons of rubber and they must be conserved. That is why there is widespread discussion of additional restrictions to conserve the supply of rubber. Gasoline rationing is likely to be extended to all parts of the country as a means of conserving the existing supplies of rubber.



SCRAP TIRES, piled high, can be reprocessed to produce usable rubber. The reclaimed rubber is used in many products vital to the war effort.

# New Japanese Drives Imperil Free China

(Concluded from page 1)

manufacturing center at Nagasaki is only a three-hour flight and could be bombed every day.

"From these fields the important Japanese naval base at Formosa is only one hour across the water. From these fields American planes could smash the new drives on China and riddle the steady stream of Japanese ships that now moves through the China Sea, supplying the Japanese in Malaya, Burma, the Indies, and the Philippines.

"Such an offensive opportunity, if grasped by the United Nations, would force the Japanese to draw their navy and air force back to protect their communications, and would relieve India and Australia from danger."

It is precisely to forestall the use of such an offensive opportunity" that Japan is now trying to complete the conquest of China. It is against Chekiang province in particular that Japan's armed forces are moving. The capture of Kinhwa, ancient walled capital of the province, last week, makes it questionable whether this part of China can be held. The Chiese have launched strong counterdrives to the west in the hope of diverting the Japanese attack.

If Japan can take the coastal provinces of Free China - chiefly Chekiang, Fukien, and Kiangsi-she will safeguard herself against the possibility of air attack from that quarter. consternation which General Doolittle's raid produced on the people of Japan is proof of the fear in which air attack is held. Japan's closely packed industrial centers are highly inviting bombing targets.

### **Broader Purpose**

While the drive into Chekiang has made the most headway, and is the one which Japan apparently feels to be the most important at the present time, other attacks are under way for the broader purpose of forcing China out of the war. In the southern province of Yunnan, Japanese troops are trying to work their way up the Burma Road over which China has until recently obtained the bulk of her supplies. Another spearhead has been launched from the province of Shansi in the north. These two drives, if successful, would close a pincers on Chungking, forcing Chiang Kai-shek to retire farther into the interior.

China's power to continue any kind of effective resistance against Japan would just about be broken. For it is in Yunnan and other southwestern provinces that Free China's arsenals are located. After the Japanese took the best industrial and agricultural regions of the northeast, the Chinese heroically undertook to build a new China in the southwest. In Yunnan, Kwangsi, Kweichow, and Szechwan provinces new factories for the production of war materials have been built. In these regions are resources of iron, copper, tin, and other minerals. They have furnished the substance for a small but important war industry.

If the Chinese were pushed out of this region, they would lose everything which has been built up at so much cost and so much effort. They would be driven into the more barren westward region and it would be more difficult than ever for supplies to reach them from the outside world. However strong the will to resist might be, the means would be lack-

ing.
China's peril is thus great. Unless the Japanese can be held in Yunnan, and in the north and east, her fate may be sealed. What the prospects are of holding off the Japanese, we do not know. In the south the Chinese are favored by the extremely rugged terrain of Yunnan, and the rainy and malarial season which has now arrived. It will be difficult for the Japanese to get through this region. However, the campaign in Malaya proved that difficulties of terrain must not be relied upon too much.

The full defeat of China would greatly improve Japan's position in the war. Aside from the strategic factors already mentioned, it would fought like tigers for their freedom and China. Because of her size and importance China has been the great reservoir of organized Asiatic resistance to Japan. For five years the Chinese have fought back, and no one doubts that they will fight back for five more if they are able to do so.

It is China's spirited resistance which has been Japan's greatest handicap in uniting the peoples of Asia under her banner. If Japan could defeat China it would enable her to claim the leadership over almost the whole of Asia bordering on the Pacific. We can imagine what effect this might have upon the colored races elsewhere in the world, and particularly in India which

Nations since Pearl Harbor has put China in mortal danger. The inadequate defense of Singapore and Burma, and the ease with which the Japanese took Indo-China and the Netherlands Indies have wiped out the protective barrier which guarded China from the south. Japan has been able to menace the heart of Free China

It would be difficult to blame the Chinese for feeling bitter over the turn of the war. One can well understand their complaints that not enough attention has been paid to the problem of giving real aid to the armies of Chiang Kai-shek. little and too late" has characterized the aid which has been sent.

Of course, the problem of sending aid to China has been one of the most difficult confronting the United Nations. The hard fact is that we have been confronted with the sudden necessity of fortifying many fronts and of defending far-flung places against attack. We are waging a global war and the effort required to wage it is stupendous. We have had to suffer reverses while building up our production and preparing to carry the fight to the enemy.

### Progress Made

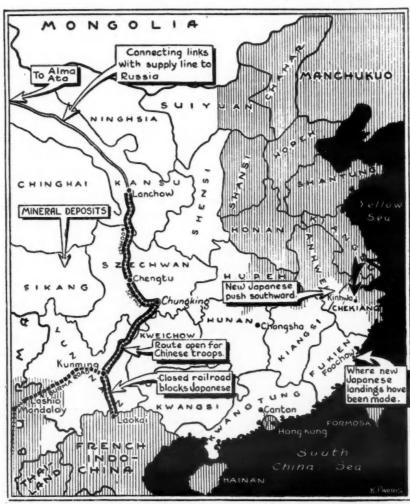
Against these difficulties progress has been made and it can be hoped that real aid will be given to China before it is too late. It is encouraging-and a sign of genuine accomplishment-that American transport planes are now bringing into China more supplies than were formerly carried over the Burma Road, which had a capacity of 30,000 tons per month. There is room for hope that the flow of air-borne supplies can be increased.

It is not impossible, also, that "a second front" may be opened against Japan just as one is being prepared against Germany. We hear much about the plans for heavy American air attacks upon Europe. Similar plans, although we do not hear about them, may be in preparation for Japan.

The raid carried out under the leadership of General Doolittle was not intended merely as a moralebuilding stunt. It was a carefully planned military operation carried out for the purpose of testing the practicability of bombing Japan. There can be no doubt that the Army has profited greatly from this experience, and that it is planning other attacks.

There is an undercurrent of rumor concerning an agreement between the United States and Russia providing for the use of Russian bases from which to bomb Japan. The use of these bases is probably more feasible than use of the Chinese bases although they might be employed too. We may see developments of this nature during the summer.

China will need all this aid, and more, in order to resist Japan effectively. It is impossible to believe that every effort will not be made to aid her in thwarting Japan's attack. We must not lose sight of the fact that China is as important to the Far Eastern theater of war as Russia is to the European theater. The loss of either ally would be a terrible blow to the whole cause of the United



lapan's new drives against China

help Japan to gain support for her "new order" in Asia.

It is Japan's avowed purpose to weld all the Asiatic peoples into one bloc under her own leadership. Japan's war lords intend to build up an Asiatic Empire which shall stand united and strong against the West. They look forward to the time when the Asia of their making shall dominate the entire world-Germany included.

Millions of peoples in the Far East, who have in the past been under the control of Western Nations, view the Japanese gains with apathy. In the campaigns involving Indo-China. Thailand, Burma, and the Netherlands Indies, there was never any strong native resistance to Japan. The people accepted the Japanese as the exchange of one set of rulers for another. Many preferred the Japanese because at least they were Asiatics.

The notable exceptions have been the Philippines-where the natives

Japan hopes to win without having to fight.

It is evident that we in the United States do not sufficiently appreciate the importance of China and her heroic part in the war. We are free with our praise for the valor of the Chinese soldiers and for the long fight they have been waging. But the Chinese need more than praise in their great hour of peril. They need help and they need it desperately.

It is a sorry fact that the Chinese were actually better off when they defending themselves - with were very little support-against Japan, when the United States and Great Britain were brought into the war on their side. Before Pearl Harbor Free China was securely intrenched in the southwestern part of the country. The Japanese had been fought to a standstill and it appeared that Chinese resistance could go on

But the weakness of the Western

# News and Comment

# Willow Run

Of all the great war plants which have sprung to life in America during the last year none is greater than Willow Run, the huge aircraft factory which Henry Ford has built at Detroit. The brief announcement, released by the War Department a short time ago, that Willow Run is ready to begin mass production of heavy bombers, is loaded with bad news for the Axis.

Not many details about Willow Run are available. However, Joseph G. Harrison of the Christian Science Monitor, after a tour of the plant with other newspaper correspondents, was able to give this picture of how bombers are being turned out in mass production:

All the tricks which made the production of the Ford automobile one of the wonders of the world have been studied and adapted to the manufacture of the B-24 bomber wherever possible. From each side of the main assembly plant, streams of parts flow toward the center where they are as-



B-24's in flight

sembled into a perfect Mississippi River of completed bombers.

Although specific details are tabooed by the War Department, it is possible to record that Ford engineers have developed a multiple operation machine which takes a huge center wing section and in two hours' time machines it and prepares it to receive the four engines, the body attachment angles, and the landing gear. Such an operation requires as much as two days in some airplane plants. In another operation, a metal frame section is made in three pieces, whereas the airplane

eration, a metal frame section is made in three pieces, whereas the airplane industry still makes it in 32 pieces.

With the main wing section carried by slowly but continuously moving conveyors, the body, engines, landing gear, tail wing, and rudders, and many other pieces of equipment, partially assembled in the plant's machine shops, are attached. Once outside the plant, the B-24 is expected to roar down the more than a mile long runways and start on its trip to the war front without delay. The ship emerges ready to fight, except for its bomb load.

## The Upward Climb

In those moments when the peoples of the United Nations suffer disappointments, it is worth looking back over the way that has been traveled in the past two years. Dunkerque marked the depths — the point from which a slow, painful start toward victory had to be made. In these words, a New York *Times* editorial recalls those dark days at the finish of the Battle of France:

Then, out from the English coast, came the most majestic fleet that had sailed those waters since the defeat of the Spanish Armada: 222 ships of the Royal Navy, 665 coastal tramps, pleasure boats, fishing boats, tugs, launches, excursion steamers. Civilian sailors, clerks, artisans, school teachers, professional men jumped aboard and headed for the unmistakable mark on the opposite coast: the smoke and flame of a burning city. Some lived and some died, but they brought off four-fifths of the undefeated British

Army, together with many thousands of valiant Frenchmen. To the honor of France, to the hope for her future, the streets of Dunkerque were left strewn with the Third Republic's dead. Overhead the R. A. F. commanded the skies, giving the Nazis a first taste of what was to come.

On June 4 Winston Churchill addressed the House of Commons. While he spoke, the remnants of the B. E. F., ragged, exhausted, wounded, all their heavy equipment lost, were detraining at English stations, and the crowds cheered them as though they had returned in triumph—as, in a way, they had. Said Prime Minister Churchill: "We shall go on to the end. We shall fight in France; we shall fight on the seas and oceans; we shall fight on landing grounds; we shall fight in fields, streets and hills. We shall never surrender." And Britain didn't surrender. She stood alone then. Now she stands with Russia on one hand and the United States on the other.

#### Why Cripps Failed

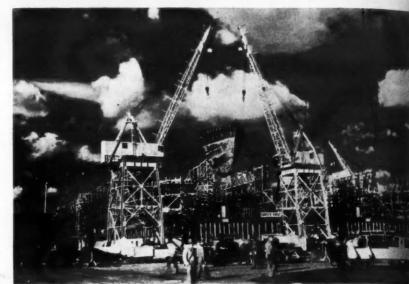
Why did the Cripps mission to India fail? Why was it impossible for the British and Indian leaders to get together on a plan which would have provided for full Indian cooperation in the war in return for independence afterward? H. N. Brailsford, London correspondent of The New Republic and an expert on British Empire affairs, says, that while there can be no simple answer to this question, a great part of the fault lay in the wording of the British proposal:

ish proposal:

The miracle might have been accomplished, if the offer had been so drafted as to appeal to the popular imagination. It had many merits. It circumvented with admirable ingenuity some of the worst stumbling blocks of previous offers. A first-rate legal mind, as honest as it is subtle, had left its mark upon it. But it lacked what in this situation was essential, a direct appeal to the emotions of the common man. It was reticent. It relied on inference and interpretation. Words are important to this plain man. Beyond a doubt the offer promised the substance of independence after the war; but it refrained from using that magic word. If to the offer as it stood some warmblooded colleague gifted with psychological insight had been permitted to add a final paragraph or a covering letter written in the noble yet simple language of which Mr. Churchill is the master, if it had used the words "independence" or "national government" and held out the promise of a people's army, then, in spite of the past and against Mr. Gandhi, the offer would have been accepted by an enthusiastic nation. This was not done. What the masses heard were the familiar words that arouse no emotional response. "Dominion status" is a good thing, but it has no links with Indian tradition. For an "enlarged Viceroy's Council" will any man risk his life? Finally on the crucial question of the nation in arms, there was silence.



Indian girl



At one of the Kaiser shipyards in California

# **Builder of Ships**

# Henry Kaiser, Production Genius

MAN who never built a ship A prior to 1940 is now turning out cargo vessels for the U.S. Maritime Commission faster than any other ship builder in the nation. He is the same man who helped to build Boulder Dam and Grand Coulee, and who poured the concrete piers for the Golden Gate bridge. His specialty is doing the "impossible."

The story of Henry J. Kaiser's achievements is beginning to make its way around the country. Until recently his name was virtually un-known to the public, despite the fact that he and his youthful engineers had built some of the largest structures ever conceived by man. It took the emergency of war to draw him into the limelight-which he had always shunned.

Until late in 1940 Kaiser had never seen a shipyard, but he had an idea that he could build ships faster than they were then being constructed. He made a deal with the Todd Shipbuilding Company, which had knowledge and experience, and he secured a contract for 30 British freighters. His first yard was built on the mud flats of San Francisco

From this beginning Kaiser has forged ahead until now he has three yards at San Francisco, one near Los Angeles, one in Oregon, and one in Washington. These yards employ over 100,000 men and are at work building 674 out of the 1,038 Liberty ships ordered by the Maritime Commission. Of the 18,000,000 tons of shipping on the Commission's entire program, 7,500,000 will be turned out in Kaiser's yards.

Why was the government willing to give such a large part of its orders for ships to a man who had had so little experience in ship construction? The answer is speed-and more speed. Kaiser proved that he could build ships faster than anyone else. He adopted methods which traditionbound builders scorned. He cut corners and streamlined methods. The result was ships on assembly line principles. His record for a completed ship is 78 days, and he expects to get it down to 60 days. It took six months to build a ship before he began.

Kaiser's revolutionary methods have caused a stir in the ship-building world. The traditional way to build a ship is to lay the keel and then build up the vessel. Men swarm over the hull working in close quarters and frequently getting in each other's way.

The Kaiser principle is to spread out the building of the ship. As his youthful foreman and production genius expresses it: "All we do is build a ship in pieces scattered around the yard so that a lot of men can work on them without getting in each other's way. Then when the pieces are fabricated we weld them together and there's your ship."



Henry J. Kaiser

A Kaiser shipyard is three time as large as an ordinary yard. The parts of the ship are built and are picked up and swung into place by giant cranes. New methods to speed up construction are constantly

being studied and There is only one rule developed. to work fast. Henry J. Kaiser was born at Cana-

joharie, New York, 60 years ago He had no advanced education and started his career as a shoestring contractor, building roads in the West and in Canada. In the early 1920's he went to Cuba and built nearly every hard-surfaced road

which exists on that island today.

About 15 years ago he went to
Oakland, California, and established himself in the cement industry. He developed cheaper methods of cement production and began to gelarge construction jobs. His first big venture was Boulder Dam, a project of such proportions that he merged himself with several other companies in order to tackle it.

Work on other great dams-Bonn ville, Grand Coulee-followed, and in the building of each went nev and revolutionary methods of construction. Kaiser prides himself on the fact that he surrounds hims with young men who have ideas and that he is not afraid to try out their ideas. For example, when it was suggested to him that a muddy mountainside above Grand Coulee frozen to prevent landslides he gave his approval and the thing was do Another trick was the building a 10-mile conveyor belt to bri sand and gravel to Shasta Dam California.